

## INFORMATION

**NOTICE.**

**F**ROM This Date the Undersigned will not be Responsible for any Debts contracted by **MACHINA LEBURY**, his Wife.

**J. LEBURY.**

Hongkong, 6th August, 1884. [1459]

**TO LET.**

**B**UNGALOW No. 33, THIRD STREET, Thoroughly Repaired and Painted and with Water, through No. 1, WEST YELLA, Pokouan Road.

Apply to

**BILLIUS & Co.**

Hongkong, 6th August, 1884. [1460]

SHIP COMPANY, LIMITED.  
FOR AMOY.  
THE Steamship  
"DIAMANTE."  
Capt'n. Stock. will be despatched for the  
above Port TO-MORROW, the 8th inst. at  
DAYLIGHT.  
For Freight or Passage, apply to  
RUSSELL & C<sup>o</sup>,  
General Managers,  
Hongkong, 4th August, 1894. 1452  
DOUGLAS STEAMSHIP COMPANY.  
LIMITED.  
FOREWATER, AMOY, AND FOCHOW.

"DOUGLAS."  
 Captain S. Ashton, will be despatched for the  
 above Ports TO-MORROW, the 6th. instant,  
 at Noon.  
 For Freight or Passage, apply to  
 DOUGLAS LAIDLAK & Co.,  
 General Managers,  
 Hongkong, 4th August, 1884. 1453

OCEAN STEAMSHIP COMPANY.  
 FOR LONDON, VIA SUEZ CANAL.  
 THE Company's Steamship

"PATROCLUS."  
 Captain Brown, will be despatched as above on  
 FRIDAY.

BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 14th August, 1884. 1896  
 THE CHINA AND MANILA STEAM  
 SHIP COMPANY, LIMITED.  
 FOR SANDAKAN AND KUDAT.  
 THE Company's Steamship  
 "AMANTISKA"  
 Captain Hamlin, will be despatched for the  
 above Port on SATURDAY, the 9th instant,  
 at Five P.M.  
 For Freight or Passage, apply to  
 RUSSELL & Co.,  
 General Managers.  
 Hongkong, 14th August, 1884. 1456

FOR SINGAPORE, PENANG, AND  
CALCUTTA.  
THE Company's Steamship  
"WINGSANG."  
Captain A. de St. Croix, will be despatched  
for the above Ports on **THURSDAY** the 14th  
Instant, at THREE P.M.  
This steamer has superior first class passenger  
accommodation, specially constructed to meet the  
requirements of tropical climates.  
For Freight or Passage, apply to  
**JARDINE, MATHEWSON & Co.**  
General Managers  
Hongkong, 5th August, 1883. 1491

**T**HE S.S. **"THAMES,"**  
will leave for the above place about 30 hours  
after her arrival with the next English mail.  
A. McIVER  
Superintendent.  
Hongkong, 6th August, 1884.

**T**HE S.S. **"THERAN,"**  
will leave for the above place on SATUR-  
DAY, the 10th August, at NOON.

Superintendent.  
Hongkong, 4th August, 1884.

**STEAM TO BOMBAY VIA STRAITS.**  
**T**HE P. & O. S. N. Co.'s Chartered Steamship  
"ADOWA"  
will leave for the above place on **SATURDAY,**  
the 16th instant, at THREE P.M.  
**A. McIVER,**  
Superintendent.  
Hongkong, 5th August, 1884. [1488]

**FOR NEW YORK.**  
**T**HE 3/3 L. T. American Ship  
"SOUTHERN CROSS,"  
Bailey, Master, will load here for the above

For Freight, apply to **RUSSELL & Co.**  
Hongkong, 5th August 1884. 1467

  
**GOVERNMENT BILLS.**

**TENDERS for SPECIE, MEXICAN DOLLARS** Current in this Colony weighing 7.17, in exchange for **BILLS drawn ON DEMAND on the GOVERNMENT of INDIA, CALCUTTA**, will be received by the Chief Paymaster, Army Pay Department, till **TWELVE, NOON, THIS DAY, the 5th instant.**  
The Tenders to state the Total Amount required (in Rupees) and the receipt for which

issued for sum below Rs. 10,000.  
 The Tenders to be in Duplicate, in Sealed  
 Covers, addressed to "The Chief Paymaster,  
 Army Pay Department," and endorsed "Tenders  
 for Government Bills."  
 The right to accept or reject any, or all, the  
 Tenders is reserved.

E. CATTELL,  
 Lieut.-Colonel,  
 Chief Paymaster.

Treasury Chest Office,  
 Queen's Road,  
 Hongkong, 4th August, 1884. (1449)

**BITS OF OLD CHINA.**  
 By WILLIAM C. HUNTER. AUTHOR OF  
 the "Fun Kwai at Canton" will shortly be

Two Dollars each, and a Commission to  
Care of N. C. Herald, Shanghai.  
Shanghai, 21st July, 1884. [1148]

**SIGNOR AND SIGNORA A. VITA.**  
4, OLD BAILEY STREET.  
Beg to announce that they are prepared to give  
LESSONS in SINGING and on the PIANO-  
FORTE.  
PIANOS TUNED AND REPAIRED  
TERMS STRICTLY MODERATE.  
Hongkong, 17th June, 1884. [1148]

**THE** Undersigned have been appointed Sole  
Agents for the Sale of their Goods in  
Hongkong and China by Messrs. J. B. THU-  
NEN, Glasgow, and Messrs. DAVID COBURN &

ARNHOLD, KARBERG & Co.  
Hongkong, January, 1887. [29]



**NOTICE.**  
A. S. WATSON AND CO.  
FAMILY AND DISPENSARY  
DRUGGISTS.  
By Appointment to His Excellency the Governor and His Royal Highness the Duke of Edinburgh.  
WHOLESALE AND RETAIL DRUGGISTS.  
PATENT MEDICINE VENDORS.  
DRUGGISTS' SUPPLIERS.  
And  
BRATED WATER MAKERS.  
SHIPS' MEDICINE CHESTS REFITTED.  
PASSENGER SHIPS SUPPLIED.

Notice.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., of HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.—Communications on Editorial matters should be addressed to "The Editor," and those on business to "The Manager," and not to individuals by name. Correspondents are requested to forward their names and addresses with communications addressed to the Editor for publication, that as evidence of good faith.

All letters for publication should be written in English, and the paper only.  
Advertisements and Subscriptions will not be received for a fixed period without being accompanied by cash.

Orders for extra copies of the Daily Press should be sent before 10 o'clock, and the day of publication. After this hour the supply is limited.

**The Daily Press.**  
HONGKONG, AUGUST 5th, 1894.

Considering the depression prevailing in the shipping trade the world over, the statement made by the Chairman to the shareholders of the Indo-China Steam Navigation Company, Limited, at their annual meeting was, on the whole, of an encouraging character. Handful of steamers in Europe are lying idle, and the rates of freight are so low in many parts as not to pay for working expenses. In a review of the trade of the first half of the current year *The Times* thus refers to the shipping trade:—"The condition of the shipping trade has become decidedly worse during the past six months, as was generally expected, and it does not seem likely that anything can happen to improve it for many months to come. Ship owners have very much to their minds to the fact that they will have to run most vessels at very small profit, and at a low rate of loss, until the superabundance of steam shipping, which is now depressing the freight market, has gradually disappeared by the action of natural causes. Even if combinations among owners for the purpose of keeping part of their fleets in harbour were a remedy for the evil complained of, it is not a remedy that can be effectively applied—first, because many companies and private owners are under contracts which would prevent their entering into such a combination; and, secondly, because there are other owners who are disposed to fight for their own hand, and rely on hard work, economy, and good management for success."

If, therefore, when the trade generally is so wretched a condition, the directors of the Indo-China S. N. Company are able to assure the shareholders that the business of the first four months of the present year shows a distinct improvement on that of last year—and it must be remembered a profit of £27,000 was earned in 1893—there is ground for hoping that a dividend may be declared at the end of the twelvemonth. Mr. Poor said he thought the Company ought at least to be doing as well as other concerns in China. If that gentleman looked carefully into the working of other shipping companies in China he would find, we imagine, that they were suffering quite as much from the depression of business which has prevailed here for the past two years as the Indo-China S. N. Company. The truth is the Company, as the Chairman said in the meeting, was unfortunate in commencing in bad times and has had an uphill fight of it, but the promoters had every reason to hope for a good and remunerative business. The China Coast Steam Navigation Company, one of the companies taken over, had been doing remarkably well, and its shares stood at 40 premium when purchased. The Yangtze Company had also done good business; and the Calcutta line was known to be yielding a profit. This being the case, it was reasonable to expect that the amalgamation of three paying lines would yield profitable results. There was competition, strong and certain, to be faced, but the competition existed before the formation of the Indo-China Company, and with good management there was no reason to fear it would be less successful than the China Coast Steam Navigation Company. It is true that the shareholders, after expecting such different results, would be disappointed of two years' working yielding no dividend, but no one can control events, and few persons had the presence to foresee the sudden and disastrous decline of trade all over the world which has set in. There is nothing for it but patience, and we believe those who exercise that virtue will be rewarded by seeing the stock of this large and important shipping company go to a premium upon the revival of trade.

Mr. MACANDEW successfully disposed of the one-sided and, we cannot help thinking, malicious attacks upon the promoters of Indo-China S. N. Company made some time ago in *Family Flyer*. He intimated, and Mr. BURKLEY JOHNSON emphatically repeated, that the promoters were acting for good-will. The sum paid—it seems large—went entirely to satisfy the various companies bought up. Mr. JOHNSON added that it had been a negotiation of great and protracted difficulty to obtain the assent of the China Coast S. N. Company to the sale of their shares at \$128, especially as it was arranged that all the large shareholders took their payment in the shares of this Company, and this was also the case with the Yangtze Company. The Calcutta line had been fifty years in the hands of his firm, and not a farthing was charged for the goodwill of that business. The cost of the running steamers when bought he considered was put

very low, much lower, in fact, than he himself approved of; and the Company could not have acquired in the open market an equally good and efficient fleet for the same money. Here we have a positive assurance and disclaimer, which in value, as in fact, is the great drawback to the Company in the eyes of investors has been the high price it has been so often urged was paid for the goodwill of the business. The remarks made by Mr. ANDERSON, a shareholder, at the extraordinary meeting are well worth perusal as expressive of the opinion of a gentleman of extended experience in the shipping trade. In proposing a vote of thanks to the Chairman, Mr. ANDERSON said he was in the unhappy position of being able to sympathize in these bad times with the directors of the Indo-China Company. He had "fifty years' experience" in shipping matters, during which periods of depression from time to time occurred, but he could remember no time in which the depression had been so great or so protracted. He quite understood the position of the Company, and how, under the circumstances, the anticipations of the prospect had not been realized. The Company have, however, a first-class fleet of steamers, able managers, a good connection, and when trade revives—as it must do when the existing political difficulties between France and China are settled—should be in a position to take full advantage of the opportunities offering.

The gunboat *Linné* left here on Saturday for Singapore, not without a stated. The Eastern and Australian Steamship Company's steamer *Mariner* left Sydney on the 31st inst., and is expected here on the 25th inst. The Eastern and Australian S. S. Co.'s steamer *Cathartes* arrived at Sydney on the 31st inst. She left Hongkong on the 1st inst.

Inspector Forbes, of the Shanghai police force, and his wife, who were in charge of the prisoner who is to be hanged on the 10th inst., were in the city yesterday. The prisoner, a Chinese, was taken to the police station, and was found to be in a state of great excitement. The prisoner was taken to the police station, and was found to be in a state of great excitement. The prisoner was taken to the police station, and was found to be in a state of great excitement.

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as arrived at is one which should impart confidence to the whole of the community. A gathering was held on H.M.S. *Durham* on her former visit here, and also on her arrival on her present visit, for a dinner, but also for the purpose of discussing the question of the necessity of having a "getting guns" (how many you do not say) was consequent upon the meeting previously mentioned. The last statement is, I have no doubt, correct. The last statement is, I have no doubt, correct. The last statement is, I have no doubt, correct.

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**KOREA.**  
Mr. Koo, who lately occupied a fifth-grade position in the Post Office has been engaged for three years by the Korean Government as Director of the new postal system of Korea. Correspondence from Seoul states that the Japanese Government has been asked to return from Amoy to Mr. Min-Yong Hui, but it was found that he is as much as ever opposed to them. He declares Korea will reach a high state of civilization by steady national progress. Some people doubt whether these are his real opinions. The Japanese in the open ports are eagerly waiting to secure the same rights as the Chinese. A thousand rifles brought from Amoy and Amoy. It has been delivered to Kim Kei Shok, who is in command of the Korean troops at Jinan drilled in the Japanese fashion. *—Munich Telegram.*

The King of Korea has in contemplation the erection of a Royal Lodge in the district of Chung-in in recognition of the loyalty of the inhabitants, who, when the Queen escaped to Chung-in in 1893, supported the late King. The King of Korea has in contemplation the erection of a Royal Lodge in the district of Chung-in in recognition of the loyalty of the inhabitants, who, when the Queen escaped to Chung-in in 1893, supported the late King.

Several painters in Yokohama are about to open an exhibition at Ueno, which, it is proposed, will last for one month from 15th August. Prizes will be offered on merit on the exhibition. A former resident of Yokohama, who has been in the Foreign Bureau at the Kanagawa Keiochi for years to engage about sixty Japanese artists and take them to his own country. The application has not yet been received by the Japanese Government, but it is expected to be received in a few days.

The British bark *Nimrod* and German schooner *Albatross* arrived from Tokyo on the 28th July, and reporting having experienced unaltered weather with much fog on the Japan coast. The *Nimrod* on her last voyage, and sustained serious damage on the run up.

At half-past two o'clock a.m. on the 23rd July a fire—said to be incendiary—broke out in a house in the neighbourhood of the Yokohama docks. The fire was extinguished by the fire engine, and the house was not damaged. The fire was extinguished by the fire engine, and the house was not damaged.

A young man named "Lau," twenty-two years of age, who was kidnapped from Yokohama by a foreigner about ten years ago, and subsequently resided in Paris, has recently returned to his native land. He is now in the hands of the Japanese authorities, and is being held in custody. He is now in the hands of the Japanese authorities, and is being held in custody.

A report from Wakayama, in the *Mechino Shinbun*, describes a religious disturbance which occurred at Matsuyama. A Chinese mission was held at that place on the 17th of July, and was attended by a large number of people. A Chinese mission was held at that place on the 17th of July, and was attended by a large number of people.

A soldier ran amok at Sabbath the day before yesterday, killed two comrades, and wounded two more mortally. He also wounded a sergeant, and was at last shot himself by a sergeant. The soldier ran amok at Sabbath the day before yesterday, killed two comrades, and wounded two more mortally.

The affairs of Mr. General Howell are being investigated in the Insolvency Court by Justice Scott. The report is that the General has been found to be insolvent, and his affairs are being investigated in the Insolvency Court by Justice Scott.

The investigation is not yet concluded. The investigation is not yet concluded. The investigation is not yet concluded. The investigation is not yet concluded. The investigation is not yet concluded.

**CHINESE EMIGRATION IN GERMAN VESSELS.**  
We recently gave an account of a case heard at Singapore against the German steamer *Gluckstadt* for carrying an excess of passengers from Swatow to Singapore. A similar case against the *Piedra* was afterwards heard and decided against the steamer. Referring to these two cases, the *Strait Times* says:—

Ministers at Berlin and London will very soon be in communication regarding a matter connected with the Singapore Government, and our readers need not be surprised to hear of some inquisitive member of the House of Commons asking questions on the subject. The matter is the recent prosecution of the *Piedra* for carrying passengers in excess of the number allowed by the Ordinance. Our readers are aware of the case, but it has been before them in our columns, and we have not space to repeat it. They had not committed a breach of the Ordinance as there was a letter written by the Colonial Secretary overruling it, and authorizing the steamer to carry more passengers than the Ordinance allowed. The Ordinance had been broken, but the master of the steamer had acted in a bona fide manner, trusting entirely to the consul's certificate, and the consul's certificate was a bona fide one. The Ordinance had been broken, but the master of the steamer had acted in a bona fide manner, trusting entirely to the consul's certificate, and the consul's certificate was a bona fide one.

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MAILS EXPECTED

THE AMERICAN MAIL.

**STEAMER EXPECTED.**  
Castle-Line steamer *Glancie Castle* left  
here on the 30th July, and is due here on  
out the 5th August.  
Union Line steamer *Almondine* left Sing-  
on the 30th instant, and may be expected  
to arrive here on or about the 6th August.  
E. & A. S. S. Co.'s steamer *Mamoud* left  
here on the 3rd, and may be expected to ar-  
rive here on or about the 28th inst.

**POST-OFFICE NOTICES:**

Postal Guide for 1881, revised & dated, to be found in the *Daily Press Directory*, a large edition, p. 633 small edition. This only authorized complete Summary of Information published in Hongkong.

The authorized List of Mails issued in connection with this paper is the one published each day in the *Press*, which is always sent to a much later hour than that given

A MAIL WILL CLOSE  
ON SATURDAY, 26th JANUARY, ON THURSDAY,  
NEXT, AT 5.00 P.M.

PORT DARWIN, THURSDAY EVENING, COOKLAND,  
PERTH, BRISBANE, SYDNEY, MELBOURNE, &  
AUSTRALIAN, ON SATURDAY, THE 28th INST.  
5.0 P.M.

LISTS OF THE FREIGHT PACKET.

A French Contract Packet *Sixth*, will  
be despatched on THURSDAY, the 27th  
INST., for Mails for the United Kingdom,  
&c., and places beyond, viz: *Nantes*; to  
St. Straits Settlements, Batavia, Borneo,  
the Australian Colonies, Penang,  
Canton, Amoy, Macao, Mauritius, Egypt, Mal-  
acca, &c.

Annual hours will be observed in closing  
Mails, &c.

MAILS BY THE UNITED STATES  
"PACKET".

The United States Mail Packet *Cebu* of *Pacific*  
Co., despatched on FRIDAY, the 26th  
INST., will go to San Francisco.

United States, Canada, Honolulu, Porto Rico, which will fly closest as follows:-  
 m.m., Register ceases.  
 Correspondence posted on board the Packet with Late date: Plus of 10 cents extra Postage until the time of departure.

**MAILS BY THE UNITED STATES PACKET.**

a United States Mail Packet San Pedro de Macoris is designated by RED RAY, the Bird Mail or Japan, San Francisco, United States, Canada, Honolulu, Porto Rico, which will be cleared as follows:-  
 m.m., Register ceases.  
 Post Office closes.  
 Correspondence posted on board the Packet with Late date: Plus of 10 cents extra Postage until the time of departure.

**PREPARED FOR CLOSING THE CONTRACT  
MAILS.**  
THE ENGLISH MAIL.  
At the following hours and observances in closing  
the Mails, by the British Contract Packet:—  
*Day of Departure.*  
M.—Money Order Office closes.  
P.M.—Registry of Letters ceases. Posting  
of all printed matter and patterns ceases.  
P.M.—Mails closed, except for List Letters.  
P.M.—Letters may be posted with flats 10  
of 10 cents until  
P.M.—when the Post Office closes entirely.

N. Late Letters early on Monday or Tuesday.  
 The packet with rate five of five cents, until  
 time of departure.  
 \_\_\_\_\_  
 THE FRENCH MAIL.  
 Leaves before departure.  
 Money Order Office closes. Post Office  
 closes, except the night box, which is always  
 open out of 24 hours.  
 \_\_\_\_\_  
 Time of Departure.  
 \_\_\_\_\_  
 N. Post Office opens.  
 N. Registry of Letters closes. Posting of  
 printed matter and patterns ceases.  
 N. Mail closes, except for Late Letters.

A.M. Letters may be posted with Late Fee 10 cents until  
A.M. when the Post Office closes entirely.  
A.M. Late Letters may be posted on board  
packet with Late Fee of 10 Cents until  
of departure.

Letters containing Stamps should be regis-  
tered, and the Stamps should be secured from  
loss.

Responsibility can be accepted by the Post  
for erroneous replies to verbal enquiries,  
notes addressed to subordinate officers, The

**SOLDIERS' AND SAILORS' LETTERS.**  
Privates in H. M. Army or Navy, Non-Commissioned Officers, Bandmasters, School-keepers, or School-mistresses may send half-price letters to the United Kingdom by the British Mail at the rate of two cents (one

y) each, or by the 2 Rends. But not the rate  
 of each (two moneys) each. The postage may  
 be paid either in Tinnisul or in Hongkong  
 dollars, but not by *both* kinds on the same letter.  
 To other places not beyond Great Britain,  
 India, Malta, &c., the postage is 2 cents  
 penny).  
 The same privileges apply to letters ad-  
 dressed to the Private and Non-commissioned  
 officers named above.  
 The letters must not exceed half an ounce,  
 andkerchiefs, jewellery, &c., can be sent,  
 with the ends open.  
 If from a Soldier or Sailor his class and

tion must be stated in full on the latter, two of which must be signed by the Commanding Officer, with name of regiment, ship, &c., and by a Soldier or Sailor, his class and location, with name of regiment, ship, &c., must also be in full.

Soldiers and Sailors have no privileges regard to books or papers, nor can these be paid with Imperial Stamps.

But not Warrant Officers, viz:—Conductor, Gunner, Mate, or Carpenter.

**NOT RESPONSIBLE FOR DEBTS.**

neither the CAPTAINS, the AGENTS, nor the  
 CREWS, will be RESPONSIBLE for any  
 act contrabated by the Officers or the Crews  
 on the following Vessels during their stay in  
 the Hongkong Harbour:—  
 PLANTA, Ger. str. Pfaff—Siemssen & Co.  
 LANGEMO, Brit. str. Wm. Jack—Adamson  
 Bell & Co.  
 SADER Brit. str. Rowin—Seey Shing.  
 HOOK, Brit. str. Wm. Jarvis—Tung Kee.  
 EN, Brit. bel. W. Anthony—Captain  
 EDEL, German 3-m. schooner, J. Schneiders.

OODRIN, Am. ship, H. A. Norton.—Captain,  
 OODRIN, Brit. str. J. Wright.—Borneo Co.  
 Limited.  
 O. Goss, Am. bark, Freeman.—Captain,  
 OMAN, Brit. str., T. S. Gardner.—D. S. Sas-  
 sons & Co.  
 OIA, Brit. bk., E. Crowley.—Wielser & Co.  
 OULIA, Brit. bark, D. W. Carter.—Order.  
 OTHERN LIGHT, Am. ship, Wm. Bray.  
 Douglas-Lapraik & Co.  
 OMBENTON, Amr. ship, Wm. Evans.—D. La-  
 praik & Co.  
 OTHERN CROSS, Am. ship, J. H. Bailey.—D.

LAURENCE & CO.  
THE AMERICAN, Am. ship, F. Fowle.—Rus-  
sell & Co.  
INADICE, Brit. str., Green.—Gibb Living-  
ton, & Co.  
JOVE, Am. ship, J. Johnson.—Captain.  
TOROIA, Brit. str., J. B. Shield.—Siemssen &  
Co.



